

Dear Neighbors,

As you know, our great state's transportation system is over capacity and in need of improvement. Each year the demand we place on our system of roads, rails, and other forms of transportation increases; however, Connecticut's transportation budget is not keeping up with these demands. The time has come for the legislature to take action on a comprehensive program to bring our transportation system up-to-date and make it safe.



Connecticut has an abundance of work to do on our roads, rails, and waterways, and the longer we wait to do this work, the more it is going to cost us. Connecticut has 20,000 miles of public road, 346 miles of interstate highway, and 4,177 bridges. Almost all of these roads, highways, and bridges need some level of improvement, while others need a great deal of work; just look at I-84.

Congestion on our roads is also something that we must manage better. One way we can fight against the rise of traffic is to increase train ridership. In order to do this, Connecticut will need more stations, parking, and bus connections. In addition to adding stations and parking for train riders, extra parking spots at truck stops are needed for safe and rested truck drivers.

By making these developments to our roads and rails throughout our state, congestion and traffic will be reduced not only by the progress on the roads, but also by giving people the option to use another form of transportation. The legislature must take action to solve these problems, and I will take a leading role.

A handwritten signature in black ink that reads "Bob".



Bob Godfrey - Representing Danbury

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Transportation Update

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Transportation



Transportation Strategy Board

In 2003, the Legislature adopted the Transportation Strategy Board's (TSB) long-term plan of multi-modal solutions on our roads and rails, at our airports, and at our underutilized water ports. Sadly, aside from a couple of isolated projects, the TSB 10-year master blueprint has been ignored. But this year, I joined with other legislative leaders to propose funding to complete the TSB plan.



In addition to general benefits relating to job creation, productivity, and the environment, there are direct benefits to the Danbury area included in the proposal. These include expanding rail passenger service on the Norwalk to Danbury - New Milford Branch Line, assisting commuter movement on Route 7 and I-95, as well as completing ongoing projects on I-84 including widening.



KEEPING CONNECTICUT MOVING

A Bold New Initiative

The time has come for a strong commitment to a long-term, statewide initiative to reform transportation in Connecticut. The House Democratic Leaders support bold transportation legislation that builds on last year's \$1.3 billion down payment on the Transportation Strategy Board's vision for the State of Connecticut. We proposed a 10-year, 6 billion dollar commitment that is true to the original intent of this visionary legislation.

Financing for the plan is spread out using a combination of general obligation and revenue bonds, backed by an increase in the gross receipts tax on petroleum. Because Connecticut is dead last in the nation in terms of job creation, I strongly believe this bill is necessary to revitalize our state's economy.

The benefits of this bill will be reduced congestion and gridlock on our major interstate highways, better service and access to rail travel, and a reduction of particulate matter polluting our air from idling cars. The time has come for the legislature to take action on alleviating transportation problems across our state, and I fully support this initiative.



The Facts



In 2004, 15% of Connecticut's major roads were in poor condition and 36% were in mediocre condition.

In 2004, 39% of Connecticut's urban highways and interstates were considered congested. This was a substantial increase compared to 2000, when only 29% of expressways were congested.

In 2005, 33% of Connecticut's bridges were either functionally obsolete or structurally deficient according to federal standards.

Traffic has increased 20% from 1990 through 2004. Traffic is projected to grow another 22% from 2004 through 2025.

Between 1998 and 2005, material prices for highway and street construction increased 31.5%, while inflation was up 15.9%.

The longer Connecticut waits, the more it will cost to do the same work. Let's keep Connecticut moving!



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I would like to hear from you 1-800-842-1902 at the Capitol - Bob Godfrey